BRISTOL BAY
SUBAREA CONTINGENCY PLAN

BACKGROUND
SECTION

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BACKGROUND: PART ONE - SUPPORT INFORMATION

A. SUBAREA DESCRIPTION

This Subarea Contingency Plan (SCP) supplements the Alaska Federal/State Preparedness Plan for Response to Oil and Hazardous Substance Discharges/Releases (the Unified Plan). The SCP in conjunction with the Unified Plan describes the strategy for a coordinated federal, state and local response to a discharge or substantial threat of discharge of oil or a release of a hazardous substance from a vessel, vehicle, or facility operating within the boundaries of the Bristol Bay subarea. For its planning process, the federal government has designated the entire state of Alaska as a planning "area." The State of Alaska has divided the state into ten planning regions of which one is the Bristol Bay Region. As part of the Unified Plan, this SCP addresses the Bristol Bay region or subarea.

This plan shall be used as a framework for response mechanisms and as a pre-incident guide to identify weaknesses and to evaluate shortfalls in the response structure before an incident. The plan also offers parameters for vessel and facility response plans under OPA 90. Any review for consistency between government and industry plans should address the recognition of economically and environmentally sensitive areas and the related protection strategies, as well as a look at the response personnel and equipment (quantity and type) available within the area (including federal, state, and local government and industry) in comparison to probable need during a response.

As defined by Alaska regulations, the Bristol Bay Region is that area of the State encompassed by the boundaries of the Bristol Bay Coastal Resource Service Area, the Bristol Bay Borough, and the Lake and Peninsula Borough, including adjacent shorelines and state waters, and having as its seaward boundary a line drawn in such a manner that each point on it is 200 nautical miles from the baseline from which the territorial sea is measured. Figure 1 depicts this area.

1. **Physical Features:** Portions of this region are in the maritime, transitional, and continental climatic zones. The weather in the region is the result of the interaction between land topography and major weather systems that move northward across the Gulf of Alaska or eastward across the Bering Sea.

   The South side of the Alaska Peninsula is characterized by a fjord-like coastline rising to volcanic mountainous areas occasionally up to 8,000 feet. The north side of the peninsula and the Bristol Bay area are characterized by a relatively regular coastline with numerous sand and gravel beaches and abutting coastal lowlands, often drained by river systems terminating in broad estuarine areas. Major storm systems move northward off the Gulf of Alaska and into the South coastal highland areas, dropping precipitation usually as rain on the southern side and leaving the leeward (northern) side in somewhat of a rain shadow. The north side of the peninsula and Bristol Bay, however, are subject to eastward-moving storm systems from the Bering Sea; hence, these areas are among the stormiest in the State. Headwater areas of the major Bristol Bay-Togiak drainages receive less precipitation than coastal areas and are subject to greater temperature fluctuations due to the influence of the continental climatic zone.

   The Bay spans 200 miles from its base at Port Moller on the Alaska Peninsula to its northwest boundary at Cape Newenham, and stretches northeasterly nearly the same distance to the mouths of the Nushagak and Kvichak rivers which drain its inland reaches. The Nushagak and Kvichak are two of several major rivers in the region. At the west end are the Kvichak

River (which drains Lake Iliamna), the Nushagak, the Alagnak and the Naknek Rvier, which drains Naknek Lake on the Alaska Peninsula.

2. **Socio-Economic:** Bristol Bay is the world's largest sockeye salmon fishery and the state's largest salmon fishery,which is by far the dominant enterprise in the region. Dillingham and Naknek are the major fish processing areas as well as the main ports, although fishing fleets work out of numerous smaller communities also. Noncommercial harvest, including subsistence, is another major activity especially important in areas with no direct connection to the commercial fishing and processing industry.

   Additional economic bases are provided by the tourist industry, mostly associated with sportfishing and hunting lodges in the Bristol Bay lakes area, and by government services including military bases. Infrastructural development is minimal. Dillingham is the only improved harbor in the Bristol Bay area, and the road network is minor and local. Most travel within the region is by plane (scheduled and charter) or private boat. There is no connecting road network and the Alaska Marine Highway System does not service the Bristol Bay area. The population centers of the region are thus physically isolated from one another. This factor has limited the diversification of the local economies so that they remain closely tied to the regional fish and wildlife resources.See the community profiles in the Resources Section for specifics regarding socio-economic activities within each community.

3. **Oil Activities:** Deliveries of noncrude oils are made to the villages in this area primarily by barges operating from Dutch Harbor or the Cook Inlet Region. Deliveries are ice dependent and do not occur as ice forms. Delivery of non-crude oil is made to the remote villages in this area primarily by small barges.

4. **General:** There are a total of 30 communities in the region (including the two boroughs), 27 Native and 3 non-Native.

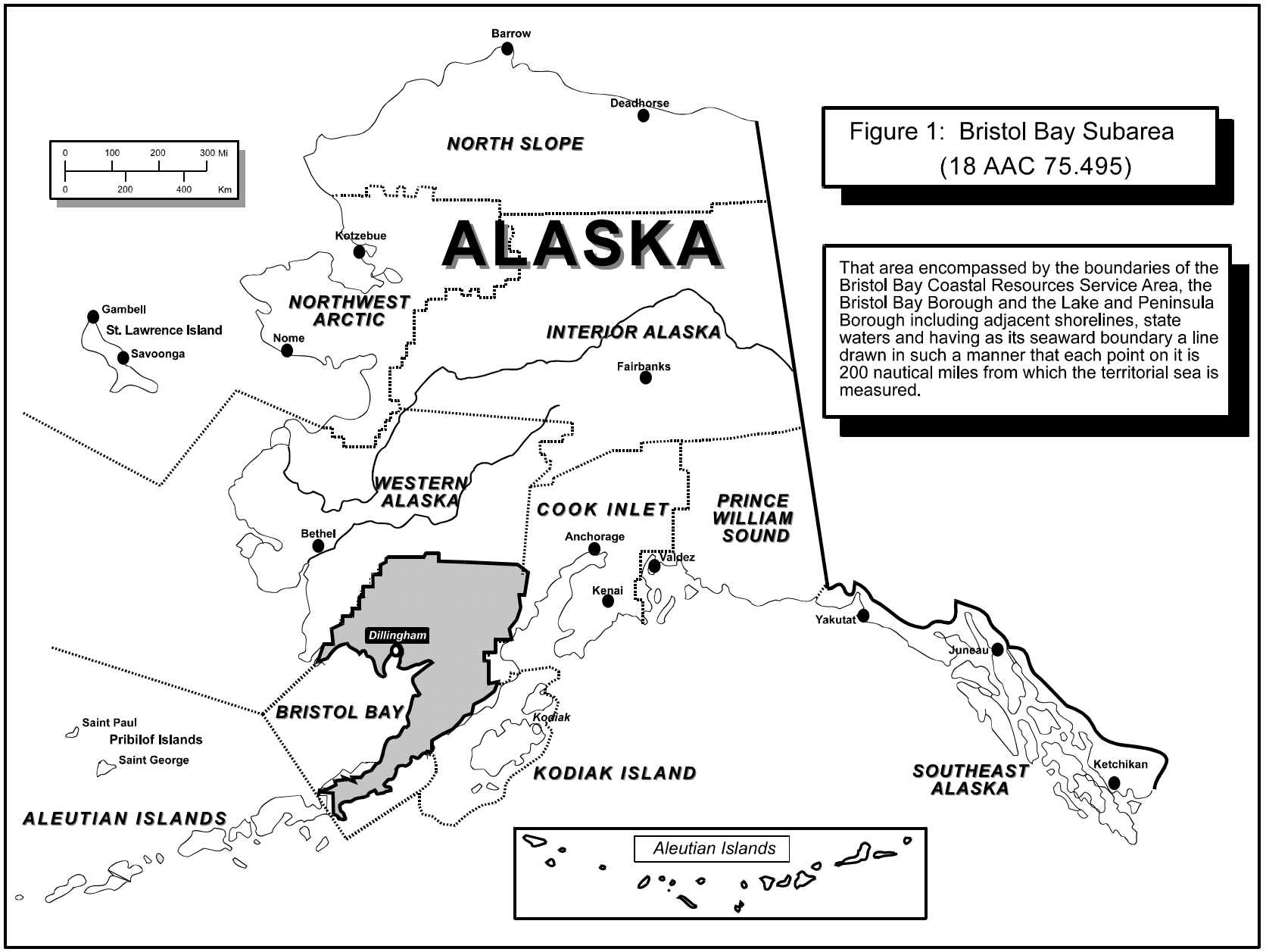


Figure 1: Bristol Bay Subarea
(18 AAC 75.495)

That area encompassed by the boundaries of the Bristol Bay Coastal Resources Service Area, the Bristol Bay Borough and the Lake and Peninsula Borough including adjacent shorelines, state waters and having as its seaward boundary a line drawn in such a manner that each point on it is 200 nautical miles from which the territorial sea is measured.

Figure 2: Bristol Bay Detailed Subarea Map pdf file - to view the map from the ARRT website, please go to the DNR ***Prevention and Emergency Response Subarea Plan Maps*** website located at:

http://www.asgdc.state.ak.us/maps/cplans/subareas.html#bristol

Figure 3: Bristol Bay USGS Topo Map Index - to view the map from the ARRT website, please go to the DNR ***Prevention and Emergency Response Subarea Plan Maps*** website located at:

http://www.asgdc.state.ak.us/maps/cplans/subareas.html#bristol

Figure 4: Bristol Bay Nautical Chart Map Index - to view the map from the ARRT website, please go to the DNR ***Prevention and Emergency Response Subarea Plan Maps*** website located at:

http://www.asgdc.state.ak.us/maps/cplans/subareas.html#bristol

B. AREA OF RESPONSIBILITY

This Subarea Contingency Plan covers the region outlined above in subpart A. The USCG Captain of the Port (COTP) is the predesignated FOSC for navigable waters within the subarea (as agreed to and stipulated in a memorandum of understanding between the EPA and the U.S. Coast Guard). The Environmental Protection Agency is the predesignated FOSC for the Inland Zone which encompasses all lands, rivers, streams, and drainages inland of the 1000-yard wide band which parallels the Alaskan coastline. These zones are clearly defined in the Unified Plan. It is possible that incidents may occur in locations that do not fall under federal jurisdiction and there will be no FOSC in these instances.

The State of Alaska places jurisdiction of spill response for the Bristol Bay subarea under the Central Alaska Response Team (CART) of the Alaska Department of Environmental Conservation. The SOSC for the CART is the predesignated SOSC for the entire Bristol Bay subarea.

Memoranda of Understanding/Agreement (MOU/MOA) exist between the USCG and EPA, the USCG and the Alaska Department of Environmental Conservation (ADEC), and EPA and ADEC, which further delineate agency and OSC responsibilities. **Annex K of the Unified Plan** includes copies of these MOUs/MOAs.

C. REGIONAL MULTIAGENCY COORDINATION COMMITTEE

A regional Multiagency Coordination Committee (RMAC) will normally be activated for significant incidents which involve resources under the jurisdiction of several agencies. Unlike the MAC defined in the ICS of the National Interagency Incident Management System, RMACs for spill response do not play a direct role in setting incident priorities or allocating resources. The RMAC can advise the Unified Command (through the Liaison Officer) and provide comments and recommendations on incident priorities, objectives and action plans.

Figure 2 provides the general location of the RMAC in relation to the Unified Command organizational structure. Additionally, the suggested/potential membership of the RMAC is provided in Figure 2. Membership on the RMAC is dependent upon the location of the incident and the interests or jurisdiction of the affected communities, landowners, and special interest groups. Agencies/organizations that are functioning as part of the overall ICS response structure should not provide redundant representation on the RMAC.

During incidents where there is no FOSC, federal agencies with jurisdictional responsibilities for resources at risk could participate as members of the RMAC, thus retaining their input on containment, oversight, and cleanup. However, the preferred approach is to include these agencies as part of the overall ICS structure.

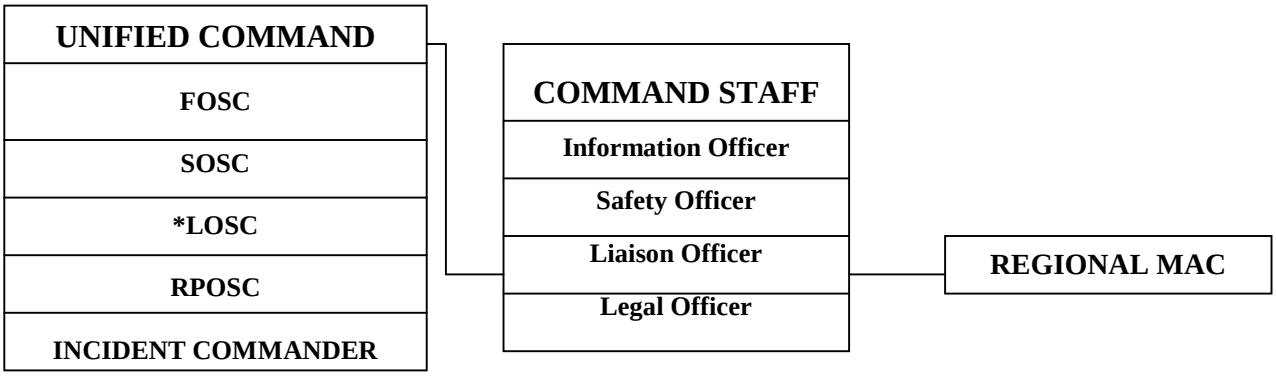
As indicated above, the RMACs are not directly involved in tactical operations, though some of its members may be. The RMAC's role is to convey to the Unified Command information relating to the authority, concerns and expertise of its members. It recommends to the Unified Command overall objectives and priorities and reviews the Incident Action Plans.

RMAC activities will be coordinated by the Liaison Officer. RMAC discussions will be documented and recommendations and dissenting opinions will be communicated to the Unified Command through the Liaison Officer. The RMAC will be chaired initially by the Liaison Officer. After convening, the RMAC will then elect its own chair.

Senior Leaders of Impacted Communities: An alternative to the Regional MAC for communities impacted by a major spill may include the establishment of a group consisting of senior leaders of affected communities. The group should have direct access to the ADEC Commissioner or his/her representative.

Figure 5

Bristol Bay Alaska
Regional Multiagency Coordination Committee



Suggested Membership:

- Representatives or Community Emergency Coordinators from affected communities. These may include:

  - Bristol Bay Borough
  - Lake and Peninsula Borough
  - Aleknagik
  - Chignik
  - Chignik Lagoon
  - Chignik Lake
  - Clark's Point
  - Dillingham
  - Ekuk
  - Ekwok
  - Igiugig
  - Iliamna
  - Ivanof Bay
  - King Salmon
  - Kokhanok
  - Koliganek
  - Levelock
  - Manokotak
  - Naknek
  - New Stuyahok
  - Newhalen
  - Nondalton
  - Pedro Bay
  - North Pole
  - Perryville
  - Pilot Point
  - Portage Creek
  - Port Alsworth
  - Port Heiden
  - South Naknek
  - Togiak
  - Twin Hills
  - Ugashik

- Federal/state/local or private landowners and leaseholders (e.g., National Park Service, Alaska Dept of Natural Resources)

- Native corporations, organizations and communities

- Representatives from federally-recognized tribes

- Special interest groups affected by the incident

*If immediate threat to public health and safety exists.

D. SUBAREA COMMITTEE

The primary role of the Subarea Committee is to act as a preparedness and planning body for the subarea. The pre-designated Federal On-Scene Coordinators (EPA and the Coast Guard) for the subarea and the pre-designated State On-Scene Coordinator from the Department of Environmental Conservation compose the primary membership of the Subarea Committee. Selected representatives from local communities may also serve as members of the Bristol Bay Subarea Committee. Each member is empowered by their own agency to make decisions on behalf of the agency and to commit the agency to carrying out roles and responsibilities as described in this plan and the Unified Plan.

The predesignated FOSCs for the area (EPA & USCG), and the SOSC will serve as chairpersons of the committee. They will select work group members and provide general direction and guidance for the work groups and the Subarea Committee.

The Subarea Committee is encouraged to solicit advice, guidance or expertise from all appropriate sources and establish work groups as necessary to accomplish the preparedness and planning tasks. The FOSC should solicit the advice of the Alaska Regional Response Team to determine appropriate work group representatives from federal, state and local agencies. Work Group participants may include facility owners/operators, shipping company representatives, cleanup contractors, emergency response officials, marine pilot associations, academia, environmental groups, consultants, response organizations and federal, state and local agency representatives.

Subarea Committee Members

The Bristol Bay Subarea Committee is comprised of representatives from the following federal, state and local agencies:

U.S. Coast Guard, COTP Western Alaska
U.S. Environmental Protection Agency
Alaska Department of Environmental Conservation
Local Community representatives, as necessary

The Bristol Bay Subarea Committee also seeks advice and expertise concerning environmental and economic issues from Federal, State, local, and international agencies and private industries such as:

U.S. Department of the Interior
Alaska Department of Fish and Game
Alaska Department of Natural Resources
Alaska Department of Military and Veterans Affairs
Bristol Bay Borough
Lake and Peninsula Borough
Alaska Chadux Corporation
Local Emergency Planning Committees
Federally-recognized tribes

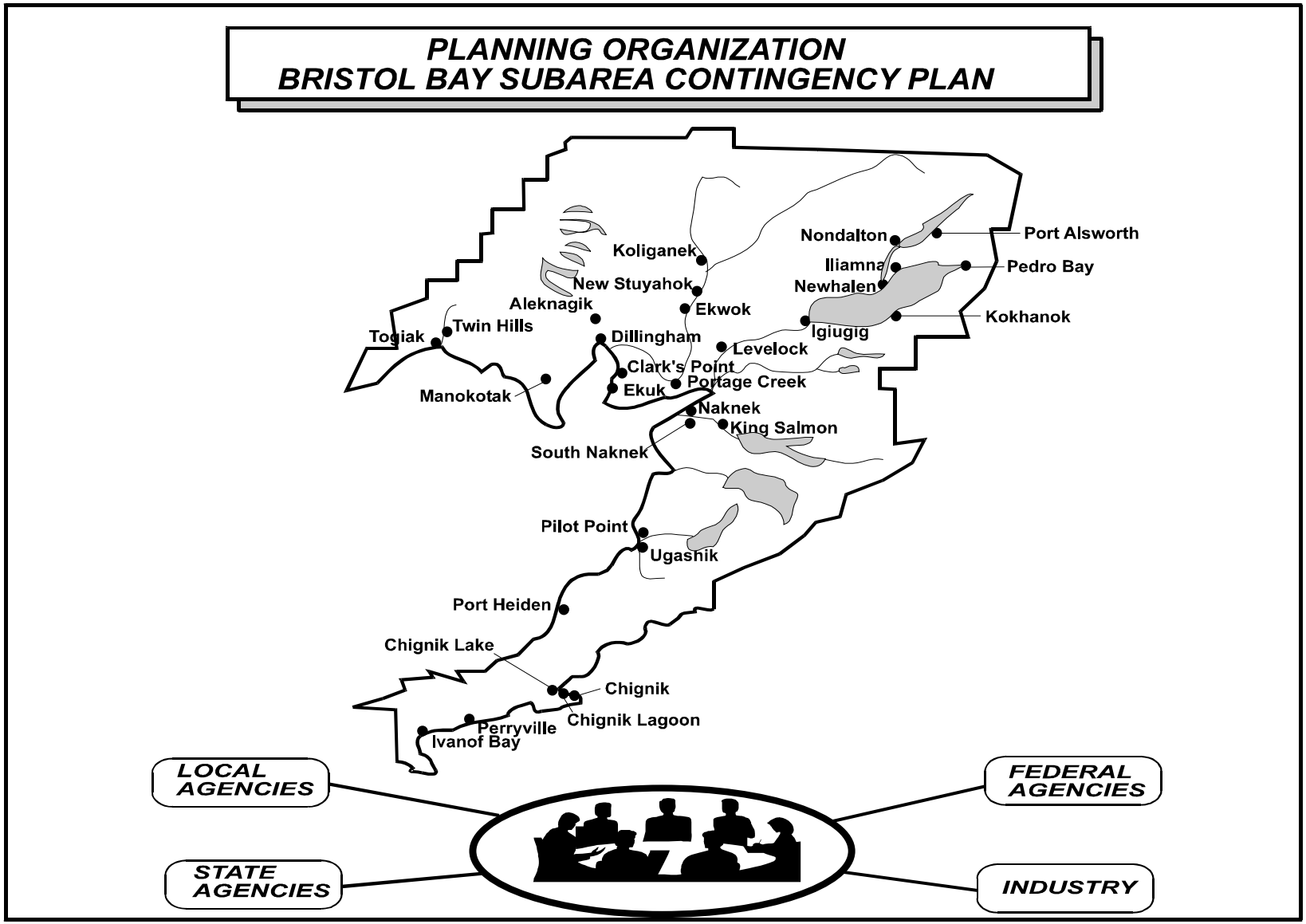
Subarea Working Groups
The Bristol Bay Subarea Committee has formed the following Working Groups:

A representative from the U.S. Department of the Interior, Office of Environmental Policy and Compliance chairs the Sensitive Areas Work Group. This group will coordinate the preparation of the necessary information for each separate subarea and will ensure that the information is submitted in a common format. Participation by local community staff is vital to acquire local input and validate existing information. The Bristol Bay subarea-specific sensitive areas information has been prepared and incorporated into the Sensitive Areas section of this plan.

The Logistics Work Group is co-chaired by representatives from the US Coast Guard, EPA, and ADEC. This work group is responsible for preparing the Resources Section of this plan.

The Operations Work Group is co-chaired by representatives from the EPA, ADEC and the Coast Guard. This work group is responsible for scenario development and the refinement/expansion of the Emergency Notification Lists and the Response Checklists located in the Response Section of this plan.

Figure 6: Subarea Planning Organization



BACKGROUND: PART TWO - RESPONSE POLICY AND STRATEGIES

The strategy for responding to a specific spill or hazmat incident depends upon numerous factors. The strategy can change as the situation changes. As a general rule, the strategies listed below should be used as a guide in developing an effective response. Consider all factors that may affect the particular situation and revise/modify/expand these priorities as the situation dictates. The strategies are further delineated in the procedures and checklists contained in the Response Section, Parts Two and Three. Additional information can be found in the **Unified Plan**.

A. FEDERAL RESPONSE ACTION PRIORITIES/STRATEGIES

The following priorities are general guidelines for response to a pollution incident within the EPA Inland Zone and COTP Western Alaska zone. They are based on the premise that the safety of life is of paramount importance in any pollution incident, with the protection of property and the environment, although important, being secondary. Nothing in this part is meant to indicate that higher priority items must be completed before performing a lower priority task. They may be carried out simultaneously or in the most logical sequence for each individual incident.

Priority One - Safety of Life - for all incidents which may occur, the safety of personnel, including response personnel, must be given absolute priority. No personnel are to be sent into an affected area without first determining the hazards involved and that adequate precautions have been taken to protect personnel.

Priority Two - Safety of Vessel/Facility and Cargo - the facility and/or vessel and its cargo shall become the second priority.

Priority Three - Protection of the Environment by elimination of the pollution source - containment and recovery of oil must be effected expeditiously to preclude sustained impacts to the inland waters of the U.S. Due to remote locations and restricted accessibility, it is extremely difficult to protect these locations through diversion or exclusion methods. Therefore, securing the source and rapid containment and recovery is especially critical and should normally be the first line of defense to protect the environment. Likewise, spills which occur on land or in upland water courses will be dammed, boomed, diked, etc., as feasible to prevent the spread of the pollutant downstream. NOTE: In-situ burning (see the Unified Plan, Annex F for checklist) of a vessel and its pollutant may be an alternative considered by the OSC which places environmental protection priorities above saving the vessel and its cargo.

Priority Four - Protection of the environment by diversion/exclusion, dispersion, or in-situ burning. In the event that the location of a spill or the weather conditions do not permit rapid recovery, protection of the inland waters of the U.S. becomes paramount, especially areas of greatest sensitivity. It is not possible to protect some areas entirely or even in part. It may be necessary to sacrifice some areas in order to achieve the best overall protection of the environment. The OSC may consider *in situ* burning as a response option. Refer to the **Unified Plan** for an *in situ* burning checklist. The use of dispersants must be considered early in the response phase while the oil is in the open water. Subpart J of the NCP and **the Unified Plan (Annex F)** address in detail the responsibilities of the OSC in the use of chemicals.

Priority Five - Protection of the Environment by beach cleanup and the use of Sacrificial Areas. It may not be possible to protect the inland waters adjoining shoreline from oil. In fact, it may be allowed purposely to come ashore in some areas as an alternative to damaging others. Selection of the proper shoreline cleanup technique depends on many different factors including the following:

- Type of substrate
- Amount of oil on the shoreline
- Depth of oil in the sediment
- Type of oil (tar balls, pooled oil, viscous coating, etc.)
- Trafficability of equipment on the shoreline
- Environmental or cultural sensitivity of the oil shoreline
- Prevailing riverine and meteorological conditions

The best way to minimize debate over the most appropriate response is to involve all interested government and private agencies. The shoreline assessment groups shall attempt to agree on the amount and character of the oil that is on the shorelines, anticipate interactions between the stranded oil and the environment, and the geological and ecological environment of the involved shorelines. Once a consensus is achieved, a process is necessary to determine the proper treatment required.

Shoreline cleanup options may include the use of physical and/or chemical processes. Chemical shoreline cleanup products may increase the efficiency of water-washing during the cleanup of contaminated shorelines. However, the product must be listed on the EPA National Contingency Plan Product Schedule and authorization must be obtained from the ARRT and the government on-scene coordinator at the spill. Physical shoreline cleaning methods include techniques such as: natural recovery, manual sorbent application, manual removal of oiled materials, low pressure flushing (ambient temperature), vacuum trucks, warm water washing, high pressure flushing, manual scraping, mechanical removal using heavy equipment. Bioremediation is also considered as a shoreline cleaning method. Bioremediation is the application of nutrients to the shoreline to accelerate the natural biodegradation of oil. The OSC shall request the RRT to provide site-specific guidelines for source protection measures required during shoreline cleanup operations.

Traffic Patterns: The majority of petroleum products are transported through the Bristol Bay subarea primarily through fuel barges.

Occurrence Probability: Most pollution incidents in the Bristol Bay subarea can be expected to be minor in nature involving spills of diesel oil, lube oil, or gasoline. The probability of a hazardous substance discharge is low. The occurrence of a medium or major oil spill will most likely occur from a fuel barge or large vessel.

Determining response strategies in the Bristol Bay subarea is difficult due to the remote geography. Limited accessibility to the remote areas of the subarea may place an unwarranted time-delay on response equipment.

B. STATE OF ALASKA RESPONSE PRIORITIES

1. **Safety:** Ensure the safety of persons involved, responding, or exposed to the immediate effects of the incident.

2. **Public Health:** Ensure protection of public health and welfare from the direct or indirect effects of contamination of drinking water, air, and food.

3. **Environment:** Ensure protection of the environment, natural and cultural resources, and biota from the direct or indirect effects of contamination.

4. **Cleanup:** Ensure adequate containment, control, cleanup and disposal by the responsible party or supplement or take over when cleanup is inadequate.

5. **Restoration:** Ensure assessment of contamination and damage and restoration of property, natural resources and the environment.

6. **Cost Recovery:** Ensure recovery of costs and penalties to the Response Fund for response, containment, removal, remedial actions, or damage.

BACKGROUND: PART THREE - SUBAREA SPILL HISTORY

The following spill history was obtained from Alaska Department of Environmental Conservation records. This partial listing draws only from those spills of 500 gallons or more. This abbreviated spill history dates to the start of a spills database maintained by ADEC and is provided to give an overall view of the vast array of transportation-related accidents that can occur. The Bristol Bay subarea supports a wide variety of fixed and mobile hazardous substance sources including everything from fixed facilities, bulk fuel farms, fishing vessels and fuel barges.

All cities and villages in the Bristol Bay subarea are not immune to oil discharges or hazardous material releases. The commercial fishing industry and the number of fuel transfers that take place in these areas are significant factors, thus the opportunity for a spill is greatly increased.

The most notable spill in the Bristol Bay subarea occurred on January 3, 2000. A diesel spill of 10,000 gallons occurred at Ivanof Bay when the sensors failed in the community's fuel storage tanks.

A. NAVIGABLE WATERS SPILL HISTORY

The Bristol Bay subarea experiences a large amount of vessel traffic, primarily resupply barges and the commercial fishing fleet. Response to major spills in this subarea is further compounded by the remoteness and limited accessibility to the different locations within the subarea.

The probability of a major oil spill exists due to the activities occurring in the region. Listed below is a brief synopsis of significant spills in the region. A complete list is available through ADEC.

Date	Location	Quantity	Substance
8/14/94	Ugashik on Beach (corrosion)	600 Gallons	Refined Product
5/22/97	Levelock on Kvichak River (Sinking)	3,000 Gallons	Diesel
3/17/98	Ekwok (Cargo not secured)	800 Gallons	Diesel

B. INLAND SPILL HISTORY

The Bristol Bay subarea communities are accessible only by air or water. With limited access by air and water, a major spill in the region would present severe logistical problems for spill responders.

A fair number of releases occur in this region due to the commercial fishing industry and the fuel resupply operations in the remote villages. Listed below is a brief synopsis of significant releases of hazardous substances in the region. This information was collected from the ADEC spill database. A complete list is available through ADEC.

DATE	LOCATION	QUANTITY	SUBSTANCE
4/28/93	Pilot Point at Old Alaska Packers Cannery Fuel Tanks (corrosion)	3,000 Gallons	Refined Product
6/27/97	Dillingham (2807 Aleknagik Rd) (Valve Faulty)	900 Gallons	Diesel
7/9/97	Perryville School (Intentional Release)	3,000 Gallons	Diesel
12/14/97	Ekuk Wards Cove Cannery Tanks (Line Disconnected)	2,796 Gallons	Diesel
2/4/98	Dillingham Fire Station Tanks (Tank Overfill)	700 Gallons	Diesel
4/18/99	Pedro Bay School Tanks (Tank Leak)	4,000 Gallons	Diesel
5/12/99	Naknek (Alaska General Seafoods Tank) (Line Ruptured)	593 Gallons	Diesel
1/3/00	Ivanof Bay (Ivanof Bay CDP) (Sensors Failed)	10,000 Gallons	Diesel
6/20/00	Aleknagik City (Snow slide/roof)	1,000 Gallons	Heating Oil
5/20/01	Aleknagik (Moody's Marina) (Line break)	5,000 Gallons	Unleaded Gasoline

C. HAZMAT RELEASE HISTORY

Date	Location	Quantity	Substance
07/12/98	Dillingham Peter Pan Seafoods Plant (Vent Discharge)	30 pounds	Anhydrous Ammonia

BACKGROUND: PART FOUR – ABBREVIATIONS & ACRONYMS

AAC	Alaska Administrative Code
ACFT	Aircraft
ACP	Area Contingency Plan
ADCED	Alaska Department of Community and Economic Development
ADEC	Alaska Department of Environmental Conservation
ADF&G	Alaska Department of Fish and Game, also as ADFG
ADMVA	Alaska Department of Military and Veterans Affairs
ADNR	Alaska Department of Natural Resources
ADOT&PF	Alaska Department of Transportation and Public Facilities, also as ADOTPF
AFB	Air Force Base
AIR	Air Operations
AKANG	Alaska Air National Guard
AKARNG	Alaska Army National Guard
AKNG	Alaska National Guard
ALCOM	Alaska Command
ARRT	Alaska Regional Response Team
AS	Alaska Statute, also Air Station (USAF)
ASAP	As soon as possible
BBLS	Barrels
BLM	Bureau of Land Management
BOA	Basic Ordering Agreement
CAMEO	Computer-Aided Management of Emergency Operations
CCGD 17	Commander, Coast Guard District 17
CFR	Code of Federal Regulations
COM	Communications equipment/capabilities
COMDTINST	Commandant Instruction (USCG)
COTP	Captain of the Port (USCG)
CP	Command Post
C-Plan	Contingency Plan
CTAG	Cultural Technical Advisory Group
CUL	Cultural Resources
DAA	Documentation/Administrative Assistance
DES	Division of Emergency Services (a division under ADMVA)
DOD	Department of Defense
DOI	Department of the Interior Alaska
DOI-FWS	Department of the Interior Alaska – Fish and Wildlife Service
DRAT	District Response Advisory Team
DRG	District Response Group
EMS	Emergency Medical Services
ENV	Environmental Unit Support
EOC	Emergency Operations Center
EPA	Environmental Protection Agency, also as USEPA
EPCRA	Emergency Planning and Community Right-to-Know Act of 1986
ESI	(Alaskan) Environmental Sensitivity Index
FDA	Food and Drug Administration

FIN	Finance
FIR	Fire Protection/fire fighting
F/V	Fishing Vessel
FAA	Federal Aviation Administration
FLIP	Flight Information Publication
FOG	Field Operations Guide
FPN	Federal Pollution Number
FOSC	Federal On-Scene Coordinator
FWPCA	Federal Water Pollution Control Act
GIS	Geographic Information System
GRS	Geographic Response Strategies
GSA	General Services Administration
HAZ	Hazmat
HAZMAT	Hazardous Materials, also as hazmat
HAZWOPER	Hazardous Waste Operations and Emergency Response (a training program)
HQ	Headquarters
IC	Incident Commander
ICS	Incident Command System
IDLH	Immediately Dangerous to Life and Health
INMARSAT	International Maritime Satellite Organization
LAT	Latitude
LEG	Legal
LEPC	Local Emergency Planning Committee
LEPD	Local Emergency Planning District
LERP	Local Emergency Response Plan
LO	Liaison Officer
LONG	Longitude
LOSC	Local On-Scene Coordinator
MAC	Multiagency Coordinating Committee
MAP	Mapping
MAR CH	Marine Channel
MED	Medical Support/Health Care
MESA	Most Environmentally Sensitive Area
M/V	Motor Vessel
MLC	Maintenance and Logistics Command (USCG Pacific Area)
MLT	Municipal Lands Trustee Program
MOA	Memoranda of Agreement, also Municipality of Anchorage
MOU	Memoranda of Understanding
MSD	Marine Safety Detachment (USCG)
MSO	Marine Safety Office (USCG)
MSRC	Marine Spill Response Corp. (national industry cooperative)
NCP	National Oil and Hazardous Substance Pollution Contingency Plan
NIIMS	National Interagency Incident Management System
NIST	National Institute of Standards and Technology
NMFS	National Marine Fisheries Service
NOAA	National Oceanic and Atmospheric Administration
NOTAMS	Notice to All Mariners; also, Notice to Airmen

NPDES	National Pollution Discharge Elimination System
NPFC	National Pollution Fund Center
NRC	National Response Center
NRT	National Response Team
NRDA	Natural Resource Damage Assessment (Federal/State)
NSF	National Strike Force
NSFCC	National Strike Force Coordinating Center
NWR	NOAA Weather Radio
OHMSETT	Oil and Hazardous Material Simulated Environment Test Tank
OOD	Duty Officer or Officer On Duty
OPA 90	Oil Pollution Act of 1990
OPCEN	Operations Center
OPS	General Response Operations, also Office of Pipeline Safety (U.S. DOT)
OSC	On-Scene Coordinator
OSHA	Occupational Health and Safety Administration
OSLTF	Oil Spill Liability Trust Fund
OSRO	Oil Spill Response Organization
O/S	On-Scene
PIAT	Public Information Assist Team
PIO	Public Information Officer
PL	Private Line
PLN	General Planning Operations
POLREP	Pollution Report (USCG)
PPE	Personal Protective Equipment
RAC	Response Action Contractor
RCC	Rescue Coordination Center
RCRA	Resource Conservation and Recovery Act of 1978
RMAC	Regional Multi-Agency Coordination Committee
RP	Responsible Party
RPOSC	Responsible Party On-Scene Coordinator
RPD	Recovery, Protection and Decontamination
RQ	Reportable Quantity
RRT	Regional Response Team
RV	Recreational Vehicle
SAR	Search and Rescue
SCBA	Self-Contained Breathing Apparatus
SCP	Subarea Contingency Plan
SEC	Security
SHPO	State Historic Preservation Officer (ADNR)
SITREP	Situation Report (ADEC)
SONS	Spill of National Significance
SOSC	State On-Scene Coordinator
SS	Technical Expertise/Scientific Support
SSC	Scientific Support Coordinator (NOAA)
STORMS	Standard Oil Spill Response Management System
SUPSALV	U.S. Navy Supervisor of Salvage, also as NAVSUPSALV
TA	Trajectory Analysis

TPO	Tribal Police Officer
T/V	Tank Vessel
USAF	United States Air Force
USCG	United States Coast Guard
VOSS	Vessel of Opportunity Skimming System
VPO	Village Police Officer
VPSO	Village Public Safety Officer
VTS	Vessel Traffic System
WRR	Wildlife Protection/Care/Rehabilitation/Recovery
WX	Weather